

OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
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per annum.

The China Mail.

ESTABLISHED 1845

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No. 18,628.

號六廿月八年六十壹百九千壹

HONGKONG, SATURDAY, AUGUST 26, 1916.

庚丙大歲年五國民華中

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HONGKONG
Tel. 614.

HONGKONG POLICE RESERVE.

LECTURE, HEADQUARTERS CLUB,
5.30 p.m.

Monday, August 28th.—Lecture on
"The Duties of the Water Police, and of
the Land Police on the Water Front."
Water Police to attend. Optional for all
other members. All Inspectors and
Sergeants should attend, if possible.
Monday, September 4th.—"Chinese
Bombs and other explosives." Lecture
by Mr. Duvey, Government Analyst.
Open to all Inspectors and Sergeants,
and to all Patrolmen of one year's
Service.

PATROL DUTIES.

(1) Men on Patrol are not to leave
their Sections until relieved or until
either 9.10 p.m. or 12.10 midnight respec-
tively.

(2) The 8.30 reliefs must be out of the
Station and moving sharply to their
Sections by 9 p.m. Sharp.

PATROL DETAILS.

To avoid duplication, Reports con-
cerning Absence from and unpunctuality
to attending patrol duties will in future
be made by the Charge Room officers
only. Visiting Inspectors and Sergeants
in particular will note this regulation,
which comes into operation on Monday,
August 28th.

(Sgd.) F. C. JENKIN,
D.S.P. (R.).



NOTICE.

ANY EUROPEAN, NON ASIATIC or
INDIAN desiring to leave the
Colony should apply in writing for per-
mission to do so to the Captain Super-
intendent of Police, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, height
and occupation of the applicant, and
stating the name of the steamer or other
vessel, or the name of the train by which
the applicant wishes to leave. Applicants
should apply in person for their passes at
the Central Police Station between the
hours of 9 a.m. to 1 p.m. and 2 p.m. to
4 p.m. daily.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

TANG YUK, Dentist, successor to

the late SIEN TING,

14, D'AGUIAR STREET.

TERMS VERY MODERATE
Consultation free.

THE "CHINA MAIL"

NOTICE.

Communications relating to news should
be addressed to THE EDITOR.
Correspondents must forward their
names and addresses with any communica-
tion addressed to the Editor, not necessarily
for publication but as evidence of good
faith.

All matter for publication should be
written on one side of the paper only.

Letters relating to business should be
addressed to THE MANAGER.

Rate of subscription to "China Mail" is
\$36 per annum; per quarter and per ven-
son "pro rata".

The "China Mail" is delivered free to
subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty
cents per month.

Orders for extra copies of this "CHINA
MAIL" should be sent as soon as possible as
the supply is limited. Cash 10 cts., Credit
20 cts. per copy.

Rate of subscription to the "Overland
China Mail" is \$12 per annum; postage
\$1 per annum extra. Single copies twenty
five cents each.

Alterations and additions to Advertisements
on pages 2, 3, 4, and 5, and should
be sent to the Office, No. 5, Wyndham
Street, not later than 11.30 a.m.

Alterations and additions to Advertisements
on pages 1, 4, 5 and 8 should be
sent us not later than 1 p.m.

New Advertisements should be sent in
before 8 p.m.

Advertisements and Subscriptions which
are not ordered for a fixed period, will be
continued until countermanded.

Telegraphic Address: "Wai" Hongkong.
Code A 30, 7th Edition.

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BUSINESS NOTICES.

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Steel Building Work of every Description.

Castings, Forgings, Repairs and Supplies.

Prompt Attention and Shipment to Destination.

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KOWLOON BAY.

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THE BEST PREVENTATIVE OF

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Established 1883.

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1/2" to 15" CIRCUMFERENCE.
CABLE Laid 5" to 15" CIRCUMFERENCE.
4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

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PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CASE.

8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CASES as on Week Days.

SATURDAY.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.

No Season ticket will be issued until
payment thereof has been made in Bank
Notes or by Cheque or Comptroller order
prepaying Bank Notes.

JOSEPH D. HUMPHREY & SON,
General Managers.

KING EDWARD HOTEL

Central Location

ALEXANDRA TRAMWAY Pass. entrance,
Electric Lifts, Fane and Lighting,
European, Bath and Sanitary Fittings,
Hot and Cold Water System throughout.

Best of Food and Service.

TELEPHONE 373.

TELEGRAPHIC ADDRESS: "VICTORIA."
J. WITCHELL,
Manager.

NORTH BRITISH & MERCANTILE

INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE

COMPANY, LTD.

and

THE RAILWAY PASSENGERS

ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1914,

£23,970,367.

—Authorized Capital £8,000,000

Subscribed Capital £4,500,000

Paid up Capital £3,337,047

—Fire Fund £1,567,590

—Life & Annuity Funds £1,567,590

Sinking Fund Accounts £125,230

£23,970,367

Revenue Fire Branch £2,381,456

Life and Annuity £2,141,593

Branches £337,239

Other Receipts £75,940

£23,335,228

—Accumulative Funds of the various

Branches are separately invested, and, by

Act of Parliament, are set aside to meet

the claims under the respective Depart-

ments of the Company's Business.

SHEWAN, TOMES & CO.

BUSINESS NOTICES.

SHIPBUILDERS, SALVORS, REPAIRERS

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ENGINEERS. Oxy-Acetylene and

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787' x 68' x 34' 6"

Patent Slipways

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Lifting up to 100 Tons.

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JOHN I. THORNYCROFT & CO., LTD. Marine and Road Motors.

Light Draft Carriers, Gunboats, Speedy Launches, Harbour Craft

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BUTTERFIELD & SWIRE, Hongkong, China and Japan Agents.

Telegraphic address "TAIKOODOCK". Telephone No. 212.

Mr. Roxburgh, Messrs. Thornycroft's Representative, is at present in
Hongkong and may be seen by appointment.

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MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

DELICIOUS PERFUME. PERFECTLY HARMLESS.

50 cts. \$1.00 \$2.50 per bottle.

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THE VICTORIA DISPENSARY.

TELEPHONE 298

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART,

MANAGER.

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ADMIRABLY SITUATED AT VICTORIA GAP.

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FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking, and Ladies

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Terms:—From \$5 per day. Mca.

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P. O. PFUSTER,

Manager.

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STEAM RAISING, WORKING, STEEL MAKING, SHIPS' BUNKERS AND

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FIRECLAY.

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In Bags of 250 lbs. net.

Shewan, Tomes & Co

GENERAL MANAGER

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

HONGKONG TO CANTON. CANTON TO HONGKONG

SATURDAY, 26th AUGUST.

9 A.M. 'HONAM' 8 A.M. 'HEUNGSHAN'
10 P.M. 'HEUNGSHAN' 5 P.M. 'KINSHAN'

SUNDAY, 27th AUGUST.

10 P.M. 'FATSHAN' 5 P.M. 'HEUNGSHAN'

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE

S.S. 'SUI TAI' Tons 1811

HONGKONG TO MACAO.

Week days at 2 p.m. from the Company's Wing Lok Street Wharf
at 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Daily at 7.30 a.m.

CANTON-MACAO LINE

S.S. 'SUI TAI'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO

STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,

AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE

S.S. 'SAINAM' 268 Tons, and S.S. 'NANNING' 469 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 9 a.m., and the other leaves Wuchow for Canton on the
same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers 'LINTAY' and
'SANTU'. These vessels have superior Cabin accommodation and are heated
throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. Wrought two Slipways and can accommodate any craft
of 200 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 455.
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Estimates furnished on application.

WONG PING WA, Manager.

Hongkong April 1, 1912.



The Cocoa
with the
most delicious
flavour.

Made by
Cadbury's
from the
finest Cocoa

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

A DAY OF BIG EVENTS.

"NUT-CRACKERS" GRIPPING AND THE CRACK IS IMPENDING.

LONDON, Aug. 25.
Reuter's Correspondent at Headquarters writing on the 24th inst. says: "This has been another day of big events—just how big I cannot tell you because what promises to be one of the most important features of the war programme is now only developing. We are at several points repeating the the invariably successful tactics, namely short hurricane bombardment and then an infantry rush. Even if the foe are hiding in the depths of their dugouts, no dazed are they by the thunderous concussion that they have no stomach for resistance. The nut-crackers are gripping and the indications suggest an impending crack."

GERMAN ABUSE OF THE RED CROSS.

An escaped British prisoner emphatically asserts that all the German machine-gunners he saw were Red Cross bands on their arms.

THE BRITISH ATTACK AT THIEPVAL.

A MODEL OPERATION.

LONDON, Aug. 25.
Correspondents at Headquarters describe the British attack at Thiepval as a model operation. It was preceded by the most intense bombardment over a small area that has hitherto taken place. It was seen that the ground heaved itself into the air like one great dust-storm until the smoke blotted out the chaos. Then khaki figures streamed in thin evenly-spaced waves across "no-man's land." Occasionally a man fell out, but others went on unwavering and soon reached the margin of the smoke and scrambled, jumped and climbed the parapets. Looming heroically in the haze one could see an officer directing his men with outstretched arm, others running along the edge of trenches and dropping down and disappearing. Then appeared parties of the enemy holding up their hands.
There were altogether 93 British casualties in the capture of this strong fortress, whereas 200 prisoners were taken, 400 German dead were found in the trenches, and probably the German casualties were in the neighbourhood of a thousand.

THE ATTACK AGAINST THE BRITISH.

REGIMENTS BROUGHT FROM VERDUN.

LONDON, Aug. 25.
It is stated that the attack against the British south of Thiepval was made by two Bavarian regiments belonging to a division which is at Verdun.

FAILURE OF GERMAN ATTACKS.

PARIS, Aug. 25.
A communiqué says: "A violent enemy counter-attack on Hill 121, south of Maurepas, has been repulsed with heavy loss. German attacks on Fleury and in the Forest of Apremont failed utterly."

We consolidated our new positions north and north-east of Maurepas. The enemy which attacked Hill 121 was swept by artillery and machine-gun fire and was unable to approach our lines anywhere.

We have taken 350 prisoners here since yesterday.

The artillery was very active on both sides in the region of the Thiaumont work.

FRENCH DEFEAT THE PRUSSIAN GUARD.

A NOTABLE SUCCESS.

PARIS, Aug. 25.
The success gained by the French yesterday was all the more brilliant because it was against the First Division of the Prussian Guard commanded by Prince Rupprecht.

THE AIR RAID ON ENGLAND.

FURTHER OFFICIAL DETAILS.

LONDON, Aug. 25.
Official.
Several small fires in the outskirts of London were promptly extinguished and several rescues were made by firemen.
The airship which was fired on and immediately altered her course was possibly a second raid on London.
Two or three raiders came over the Eastern counties and dropped over thirty bombs. There were no casualties and no damage.
Another attempted to approach a seaport town but was heavily fired on by anti-aircraft guns and driven off eastward after dropping fifteen bombs into the sea.
Another on the south-east coast was similarly driven off and compelled to drop bombs harmlessly into the sea.

THE BALKAN FRONT.

SATISFACTORY SERBIAN PROGRESS.

SALONIKA, Aug. 25.
The news of the Serbians is most satisfactory. They have re-won the hill dominating Lake Ostrovo and also progressed farther north.
There have been no important developments elsewhere. The Bulgarians have not hitherto shown any desire to butt their heads against our defences, and are apparently more concerned to establish themselves in Greek Macedonia.

EAST AFRICA.

HOW KILOSA WAS OCCUPIED.

LONDON, Aug. 25.
Official.
General Van de Venter's column attacked Kiloša on the 21st inst. Fighting continued day and night. A column was detached and attacked twenty miles eastward of Kiloša in order to assist General Van de Venter. The move was successful. Kiloša was occupied and the enemy is now retiring south-eastwards.

MESOPOTAMIA.

LONDON, Aug. 25.

Official.
The situation in Mesopotamia is unchanged.

THE ISLAMIC REVOLT.

PROCLAMATION BY THE GRAND SHERIF OF MECCA.

CAIRO, Aug. 25.
The Grand Sherif of Mecca has issued a proclamation to Islam denouncing the Young Turks for ruining Turkey, departing from the precepts of the Koran, perpetrating cruelties and tyrannies, "selling the ancient house which God has chosen for His house," setting fire to the Holy Carpet, striking the tomb of Abraham, and killing the faithful at prayer.
The Proclamation adds: "Our independence is complete and absolute. Our aim is the preservation of Islam. We trust our brethren in all parts of the world will each do his duty so that the bonds of the brotherhood of Islam may be confirmed. We depend on God the All-Powerful, whose defence is sufficient for us."

BYE-ELECTION IN WALES.

LONDON, Aug. 25.
Mr. Mallalieu, a Coalitionist, has been returned unopposed for the Colne Valley Division of Yorkshire, the bye-election having been rendered necessary owing to the resignation of Mr. C. Leach (L.) through illness.

THE POLITICAL SPLIT IN HUNGARY.

ANOTHER INDICATION.

LONDON, Aug. 25.
A further indication of dissension in Hungary is a statement by the Premier, Count Tisza, disclaiming responsibility for the Trentino offensive.

THE SITUATION IN GREECE.

A DISASTER TO NATIONAL HONOUR.

ATHENS, Aug. 25.
M. Venezelos, receiving a Labour deputation on the subject of the Bulgarian invasion, said it was a disaster to national honour and advised them to hold a meeting to show the Government that the Greeks were not a dead nation.

THE GROWTH OF THE VOLUNTEER MOVEMENT.

A telegram from Salonika says the growth of the Volunteer movement is affecting the Government. Several thousands are already armed and preparing to fight.

THE FOREST FIRES IN CANADA.

THE GREAT EXTENT OF THE DAMAGE.

OTTAWA, Aug. 25.
The Commissioners report that the forest fires in North Ontario were due to settlers lighting fires to clear the land. Nearly 1,700,000 acres were burned, 300 lives were lost, timber valued at \$6,000,000 and other property worth several million dollars were destroyed. The fires are still smouldering in places.

EARLIER TELEGRAMS.

THE WESTERN FRONT.

BRITISH PROGRESS NEAR THIEPVAL.

LONDON, Aug. 25.
A communiqué states: "South of Thiepval three hundred yards by four hundred yards deep of an enemy trench were taken.
Many prisoners were captured."

FRENCH ADVANCE LINE BEYOND MAUREPAS.

PARIS, Aug. 25.
A communiqué states: "North of the Somme we attacked the German positions in the Maurepas region and captured in a single rush part of the village still held by the Germans, and the adjoining trenches. We carried our line 200 yards beyond on a front of two kilometres, and captured 200 prisoners and ten machine-guns.
South of the Somme there has been an artillery duel."

THE MEUSE REGION.

East of the Meuse several German counter-attacks on our new front between Thiaumont and Fleury were repulsed.

We advanced slightly beyond Fleury. A total of 300 prisoners was taken yesterday and to-day in the Fleury sector.

BRITISH CLOSE TO THEIR OBJECTIVES.

PARIS, Aug. 25.
The continual British progress in the Somme region has now brought us close to our original objectives, namely, the villages of Guillemont, Guichy, Martinpuich, Courcellette, and Thiepval. A footing has been gained in the first named, where a desperate struggle has been proceeding for three days against the Brandenburgers, whom we are gradually wearing down. We are only half a mile from Thiepval, where the situation of the Germans is becoming precarious.

RUSSIAN PROGRESS IN CAUCASUS.

RUSSIANS REOCCUPY MUSH.

PTEROGRAD, Aug. 25.
The Russians have re-occupied Mush, capturing 2,300 prisoners.

TURKISH STRENGTH.

It is officially believed that between 13 and 16 Turkish divisions are operating in the Erzincan region, about two corps are engaged in the Lake Van region, on the Etilis-Mush line, and that there are between four and six divisions in Mesopotamia.

Military authorities are of the opinion that the Turkish initiative on the Caucasian front, more particularly in Persia, north-eastward of Hamadan, is on the verge of collapse.
The Russian successes southward of Lake Urmia are the most important strategically.

The Turkish object in directing the Russians from the Erzincan-Sivas line has slightly not been realised.

The Russian plans on the Caucasian front embrace immense distances, but they are slowly and surely developing.

THE BALKAN FRONT.

THE SERBIAN OFFENSIVE.

The English and French easily repulsed several enemy attempts to retake positions north of Palmi, in the Doiran sector.
The Serbians are developing the offensive on the whole of the mountainous front west of the Mojentica, and have re-occupied a lost height.

ITALIANS CAPTURE A POSITION.

SOME, Aug. 24.
A communiqué states: "We occupied a position at the head of the Fossanica Valley. The enemy violently counter-attacked and retook the position, but finally he was driven off.
We carried the trenches at the head of the Cia Valley."

IMPORTANT CONFERENCE AT CALAIS.

LONDON, Aug. 25.
It is officially announced that a Conference held at Calais yesterday, attended by Mr. Asquith, Mr. McKenna, Lord B. Montagu, Mr. McKinnon Wood, the Lord Chief Justice of England, the Governor of the Bank of England, and M.M. Brian and Ribot, and the Governor of the Bank of France, concluded an arrangement with regard to payments abroad and the maintenance of exchange between the two countries.
The Conference reached a complete agreement upon all the subjects discussed.

DR. LIEBKNECHT'S SENTENCE INCREASED.

THE RESULT OF AN APPEAL.

AMSTERDAM, Aug. 25.
The Supreme Court-Martial, sitting at Berlin, has dismissed the appeal by Dr. Liebknecht against the sentence of 15 years' penal servitude for war treason, and has increased the sentence to four years and one month. Dr. Liebknecht is also deprived of all civil rights for a period of six years.

ZEPPELINS OVER ENGLAND.

LONDON, Aug. 25.
It is officially announced that several airships crossed the East and South-East coasts of England at midnight.
A number of bombs were dropped.
So far no casualties or damage have been reported.

Of the six air-raiders only one travelled far inland.
Up to the present it is reported that nine persons have been injured, some fatally.

A aeroplane fired on a raider at close range, but the raider escaped.

The air-raiders came at intervals between midnight and three in the morning.

Several bombs are reported to have been aimed at ships.

The damage inflicted includes two houses wrecked, and a railway station and several houses damaged. Two horses were killed.

Anti-aircraft guns were in action both on land and from ships, and aeroplanes went up in pursuit.

GERMANY'S SUPER-ZEPPELINS.

LONDON, Aug. 25.

Lord Montagu of Beaumont, speaking at Bury St. Edmunds, stated that he had information that the new German super-Zeppelins would be 780 feet long, with a maximum speed of 85 miles an hour, a radius of 3,000 miles, and a bomb-carrying capacity of five tons. They would be available in October.

THE BRITISH WOUNDED.

75% RETURN TO THE FRONT.

LONDON, Aug. 25.
The Commandant of a London Hospital states that 75 per cent. of the wounded treated in the United Kingdom are able to return to service.

GERMANY A PARIAH AND AN OUTCAST.

THE BRITISH VIEW.

LONDON, Aug. 25.
Commenting upon the speech delivered by Mr. Birkett at the annual meeting of the Bombay Chamber of Commerce, *The Times* believes that his declaration, that Germany must be treated as a pariah and an outcast until she has re-won the right to recognition as a divided nation, expresses well the view which has been firmly adopted by representative business bodies throughout Great Britain, and certainly strongly held in the city of London.

DANISH WEST INDIES.

DANISH PARLIAMENT OPPOSES THEIR SALE.

COPENHAGEN, Aug. 25.
The Danish Parliament has rejected the proposed sale of the Danish West Indies to the United States.
All efforts of the King to constitute a Coalition Cabinet to pass the sale have thus failed.

FOREST FIRES IN CANADA.

OTTAWA, Aug. 25.

There has been a recurrence of the forest fires in Northern Ontario. Twenty farmers in the Hudson's townships have perished.

The Casey Creek Mine, near New Liskeard, has been destroyed. A woman and six children have been burned.

Other mines are threatened.

The intensity of the fire is indicated by the presence of dense smoke at Ottawa, 200 miles distant.

SUPPLIED BY ALL CHEMISTS.

Physicians prescribed Chamberlain's Colic, Cholera and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains quicker than any preparation they have known. It can be bought from any chemist. A bottle will keep for years and no home is complete without it. For sale by all Chemists and Storekeepers.

SLAVE RAIDS IN FRANCE.

AS CONDUCTED BY THE GERMANS.

The following amplifies a recent telegram.

The military commander at Lille has posted a notice in the houses stating: "All the inhabitants of this house, except children under 14 years of age, shall be taken to a house before 8 o'clock in the morning. Anyone who tries to escape and is taken will be pitilessly punished." The nation is angered by the news, slowly filtering to Paris, of the slave raids the Germans are conducting during Easter week and other towns. They lasted for three weeks and were carried out with the refinements of moral torture which only Germans are capable of devising. As they were "too kindly" to take whole families from one to five of the members were selected. The towns were raided quarter by quarter without notice, thus prolonging the anguish.

An eye-witness at Lille writes: "This Easter, our women have not slept for eight days wondering what would be their fate during the night."
Other inhabitants tell that bodies of soldiers came at daybreak and tore children from their mothers and nurses, not even sparing them where they were going. Other victims were seized in the streets and trains and their relatives never saw them again.

A German officer on Good Friday evening passed through one quarter of Lille, picking out his victims who were immediately taken to a church or a school, where innocent girls were hoisted with women of the town, and a number given to each, as though so many cattle. From 1,500 to 2,000 were thus taken daily—many being girls of 17 years of age—until the temporary concentration camps resembled slave markets. This continued throughout Easter week. The brutality of the business even disgusted some German officers. Those at Roubaix refused to obey orders to take the children in the night time. Many victims were transported to the Aisne departments and to Ardennes on the pretext of being required to carry out agricultural pursuits, but some were obliged to work as officers' orderlies in the Aisne district.

The French Government, intending to inform neutrals as to the details of German crimes against civilians in the invaded countries, is preparing a Yellow book, describing the inhuman measures taken against women, girls, and infants. It is stated that 25,000 between the ages of 13 years and 55 years were taken from Roubaix, Tourcoing and Lille and transported at midnight. They were ten nights in the streets guarded by machine-guns. German officers entered the houses and requisitioned their food and clothing. These were concentrated indiscriminately in churches and schools pending their departure. Even after they had been torn from their homes and families the victims sang the Marseillaise.

BRITISH ATTACK WITH "UNHEARD OF VIOLENCE."

THEIR "COLOSSAL SUPERIORITY."

[THE "LOCALIZATION" DISPATCHES BY EARL BOSTON.]

GREAT WEST FRONT, JULY 12.

The violent English attacks that developed on Monday afternoon on the road from Albert to Bapaume, and whose principal blow was directed against our position from Ovillers to La Boisselle, as Contal Maison, the Wood of Manette, Bazentin-le-Grand, and the woods of Bernafay and Trones, have continued uninterruptedly for forty-eight hours, having increased to unheard-of violence. Approximately fourteen kilometres long, the attacking front presents a picture of one immense battle, swaying now one way, now the other.

The English, who have a colossal numerical superiority, hurl attacking wave after wave, division after division, against our defences, staking everything on a renewed embittered effort to wipe out the failure of the first offensive week by widening the strip of ground so far gained by them, in order to give the wedge driven into our lines a broader front.

What our troops have performed in stemming this attacking flood and what they still are doing every moment belong to the most glorious deeds of this war. Repeatedly in the course of these charges of unheard-of embitterment, which continue day and night, the English have succeeded in temporarily getting a footing on the edge of positions they store to take, but so far we have invariably succeeded in tearing their achieved success away from them by our counter-attacks.

THE FRENCH ARE MAINLY PRESSING FORWARD IN THE REGION OF ESTREES AND BELLOY.

And also against Bazentin—in other words, against our defensive flank on our south and south-east flanks. Here, too, the attacks follow one another like waves, a stubborn battle rages incessantly, in which the enemy's embittered passion for gaining ground and the loyal and glorious firmness of our defenders measure strength. Particularly Hill 97 and La Masurelle continue to be the favorite goal of the French. Their attempts to storm them continue to be checked by our heroic fire. Likewise, their mass storms in the sector from Belloy to Bapaume collapsed with frightful losses on our fire.

But the battle continues, and these two sectors in the enemy's offensive have perhaps not yet reached their last horrible climax of intensity.

A MASTER REMEDY.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is a master remedy for all ailments of the stomach and bowels, and all intestinal troubles. It is a powerful and safe remedy for all ailments of the stomach and bowels, and all intestinal troubles. It is a powerful and safe remedy for all ailments of the stomach and bowels, and all intestinal troubles.

An Unhygienic Mouth is a standing menace to health
PYORRHOCIDE POWDER

promotes oral hygiene by correcting many conditions of an incipient pyorrhoeal nature. It is medicated with Dental thus establishing its value as the treatment of soft, bleeding, sore, gums. PYORRHOCIDE retards the accumulation of salivary calculus, one of the principal causes of

PYORRHEA (Riggs' Disease)

Correct and prevent pyorrhoeal conditions by using PYORRHOCIDE regularly every day as a dentifrice. PYORRHOCIDE is a tooth and mouth cleanser of high efficiency and is soothing and healing to the oral tissues.

QUEEN'S DISPENSARY

Harper & Co., Ltd.

31 QUEEN'S ROAD, CENTRAL HONG KONG

THE ONLY KNOWN
ENGLISH TAILORS
IN THE COLONY.

Diss Bros

No. 1, WYNDHAM ST.
Glover Street
ESTABLISHED 1900

A handy lad with a hammer can do it well
But we employ men who are expert to
demonstrate the best way to use

"MALTHOID"

These men have learned from experience and
will give you the benefit of their experience

FREE!

It will make a great difference in your roof!

SHAP! "MALTHOID" LIGHT!
SLEAK! WATERPROOF! SHAP! SHAP!
WATERPROOF! SHAP! SHAP!

Agents, BRADLEY & Co., Ltd.

HONG KONG

THE AMERICAN SHIPPING BILL.

During 1915, the "Commercial Advertiser" finds, only fourteen per cent. of the overseas commerce of the United States was carried in American ships, this despite the fact that domestic vessel owners have had all the encouragement they could possibly receive, and a full amount devoid of competition.

A committee of businessmen consisting of President Farrell of the U.S. Steel Corporation, Vice-President Franklin of the International Mercantile Marine, and Robert Dollar of San Francisco recently appeared before the congressional committee having the administration's shipping bill in its charge to ask that the most harmful features of the bill be withdrawn.

This committee stated that between six and ten millions of gross tonnage would have to be provided if only sixty per cent. of America's foreign commerce was handled under the American flag. England at her best has never exceeded this, they stated, and it is a recognized fact that no nation could engage in export trade if it were limited to its own shipping.

The value of this assumed additional six to ten millions of tonnage would be somewhere between \$50 and \$100 per dead-weight ton, a total cost of from \$20 to \$1,000 millions, which would need to return a net sixty million dollars a year at the lowest in order to cover depreciation and pay six per cent. on the investment. The government's proposed \$50,000,000 bond issue to build ships would not build one-twentieth of the number of ships required, even if private shipyards could be found to build them. On this very point Admiral Benson also informed congress that the best that could be done in the government yards would be to complete one ten-thousand-ton merchant ship in two years.

If the tax-payers are willing, the administration will undoubtedly endeavor to launch government ownership of all ships engaged in foreign trade, using the fifty million dollars worth of vessels already in service, thus demonstrating in plain English how the bill will ruin the merchant ship industry.

INFANTILE PARALYSIS IN AMERICA.

RE-OPENING OF PRINCETON POSTPONED.

WASHINGTON, August 19.

The trustees of Princeton University at their meeting yesterday voted to postpone the opening of the fall term from Sept. 26 to October 10. This action was taken as a precaution against infantile paralysis.

The national health authorities have also issued an urgent warning to the people of the United States pointing out the grave danger to the country in the infantile paralysis epidemic now attacking the school children of New York.

KEEP IT HANDY.

IMMEDIATE relief is necessary in attacks of Colic, Cholera and Diarrhoea. Remedy should always be on hand. For sale by all Chemists and Storekeepers.

Today's Advertisements

G. H.

NOTICE BY THE SANITARY BOARD.

WARNING TO HOUSEHOLDERS.

HOUSEHOLDERS are warned of the RISK OF INFECTION arising from the practice of allowing persons, who are not in the household's employ, to sleep in the servants' quarters. Any person (whether adult or child) found in servants' quarters at any time, without the household's permission, may be detained by the police for prosecution under the Servants' Quarters Ordinance, 1903.

By order of the Board.

W. BOWEN-JOWLANDS.

Hongkong, Aug. 25, 1916.

(Continued on page 2.)

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For.	Steamers	To Sail	Remarks
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NAMUR Capt. A. COLVER	Noon 22nd Sept.	Direct Service.
SHANGHAI, MOI & KOBE	NAMUR Capt. A. COLVER	about 2nd Sept.	Direct Service.
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	MALTA Capt. C. C. TALBOT	Noon 8th Sept.	Connecting at Colombo with Mail Steamer KASHGAR.
SHANGHAI, MOI & KOBE	SARDINIA Capt. J. T. JEFFERY	about 12th Sept.	Direct Service.

Wireless on all steamers. Return tickets at a fare and a half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.
For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to
P. & O. S. N. Co.'s Office,
F. & O. S. N. Co.'s Office,
Acting Superintendent.

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOI, KOBE, YOKKAICHI AND YOKOHAMA.
"TACOMA MARU".....Capt. T. Hamada.....Friday, 8th Sept., at 3 p.m.
*Omitting Manila, Shanghai and Nagasaki.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORTSWORTH, TENHAM, PENANG AND COLOMBO.
"MALAY MARU".....Tuesday, 12th Sept., at 7 a.m.

JAVA LINE. FOR MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SOERABAYA & MACASSAR.

FORMOSAN LINE. FOR TAMSUI, KEELUNG, ANPING, TAKAO, VIA SWATOW, AND AMOY.

*S.S. "KAMO MARU".....Capt. Murakami.....Sunday, 27th August, at Noon.
*S.S. "OTOWA MARU".....Wednesday, 30th August, at 3 a.m.
*S.S. "AMAKURA MARU".....Capt. Koushima.....Sunday, 3rd Sept., at Noon.
*Calling at Tamsui, Keelung, via Swatow and Amoy.
*Calling at Anping and Takao via Swatow and Amoy.
These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

H. YAMAUCHI, Manager.

TEL. Nos. 744 & 745.

No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	13th September.	4th October, at 11 a.m.
ST. ALBANS		

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All Steers, Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
AD Steamers fitted with Wireless Telegraphy.
For further particulars, apply to
GIBB, LIVINGSTON & CO.
Agents.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.
From Hongkong: Connecting with..... From Colombo: 17th October.
24th September. S.S. "RATHIAWAR"

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

S.S. "SALAMIS" from Hongkong 30th November.

For Rates of Freight apply to

THE BANK LINE LIMITED.
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM & CONTINENT.

For

Steamers

LONDON....."CITY OF NORWICH".....On 4th September.
Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.
For rates of freight and further information apply to
THE BANK LINE LTD.
General Agents.

P. & O. S. N. Co.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI, HONGKONG & HAIPHONG	YENANG	Aug. 27, Daylight
SWATOW & SINGAPORE	CHENG	Aug. 27, at 10 a.m.
SWATOW & BANGKOK	CHANGCHOW	Aug. 29, at 10 a.m.
MANILA, CEBU & ILOILO	CHUNTA	Aug. 30, at 4 p.m.
SHANGHAI	CHENAN	Aug. 31, at 4 p.m.
SHANGHAI	SHENGLANG	Sept. 1, at 4 p.m.
MANILA, CEBU & ILOILO	ASAT	Sept. 1, Daylight
MANILA, CEBU & ILOILO	CHENG	Sept. 1, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.
S.S. "LINTAN" and S.S. "SANU".

*MANILA LINE. Twin-Screw Steamers "Chinua," "Taming" & "Teon" Excellent Saloon accommodation. Amplest Electric Fans fitted. Extra state-rooms on deck aft on "Taming" and "Teon".
S.S. "SHANGHAI LINE" PASSENGERS, MAIL & CARGO.
S.S. "Chinua," "Taming" & "Teon" with excellent accommodation. Electric Light and Fans in Saloon and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamers	To Sail
SHANGHAI via SWATOW	YENANG	SUNDAY, Aug. 27, Daylight
SHANGHAI	CHENG	TUESDAY, Aug. 29, Daylight
SANDAKAN	CHENAN	THURSDAY, Aug. 31, at Noon
SINGAPORE & SOERABAYA	CHANGCHOW	FRIDAY, Aug. 31, at 3 p.m.
KOBE & MOI	KUTSANG	FRIDAY, Sept. 1, Daylight
MANILA	TUENSANG	SATURDAY, Sept. 2, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	LANSANG	SATURDAY, Sept. 2, at 3 p.m.

RETURN TOURS TO JAPAN

THE Steamers "Kutsumi," "Nemuro," "Loisong" & "Yokohama" leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "Yokohama," leaving Hongkong a regular interval for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A fully qualified Surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
*Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.
Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.



R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

HOMeward.

For

Steamers

Date of Departure

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "SHIRALA," 5,306 tons, Capt. A. J. Terry, will be despatched for SHANGHAI, KOBE and MOI on the 28th August.

WESTWARD.

The above Steamer has excellent saloon accommodation for passengers and is fitted with all modern conveniences and carries a duly qualified surgeon.
For Freight or Passage, apply to
DAVID SASSOON & CO. LTD.
AGENTS.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Saloons and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAIRONG	Capt. J. W. Evans	TUESDAY, 29th August at 2 p.m.
HAICHING	Capt. W. C. Passmore	FRIDAY, 1st Sept. at 2 p.m.
HAITAN	Capt. J. S. Thomson	TUESDAY, 5th Sept. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & Co.,
General Managers.

SHIPPING

OCEAN STEAMSHIP CO. LD.

CHINA MUTUAL STEAM NAVIGATION CO. LD.

"BLUE FUNNEL" LINE.

NEW YORK SERVICE

HONGKONG to New York

THE Steamship "EURYMACHUS"

Ready to load about 8th September.

For Rates of Freight and further information apply to—

BUTTERFIELD & SWIRE,
Agents.

Hongkong, Aug. 23, 1916. 961

P. & O. S. N. Co.

STEAM FOR

STRAIT, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "MILTA," Captain C. C. TALBOT, is carrying this Majesty's Mail, will be despatched from this port on or about FRIDAY, the 8th September, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "Kashgar" from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London will be conveyed via Bombay per s.s. "Nagoya" due in London about 25th October, 1916.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. V. D. PARK,
Acting Superintendent.

Hongkong, Aug. 25, 1916.

NOTICES TO CONSIGNEES

KONINKLIJKE PERKELYAART

MAATSCHAPPY

OF BATAVIA, JAVA.

NOTICE TO CONSIGNEES.

THE S.S. "JACOB"

having arrived from SINGAPORE,

CONSIGNEES of Cargo by her are

being landed at their risk into the

hazardous and/or extra hazardous

Godowns of the Hongkong and Shanghai

Wharf and Godown Co., Ltd., whence

and/or from the wharves delivery may

be obtained.

Goods not cleared by September 1st

will be subject to rent.

All broken, chafed and damaged packages

are to be left in the Godowns,

where they will be examined by Messrs.

Godard and Douglas on September 1st

at 10.30 a.m. Claims against the steamer

must be presented in writing within 10

days of arrival, otherwise they will not

be recognised.

No Fire Insurance will be effected by

us in any case whatever.

Bills of Lading will be countersigned

by
JAVA-CHINA JAPAN LUN,
Agents.

Hongkong, Aug. 25, 1916. 963

PATELL & CO.

Importers-Exporters

AND

Commission Agents

HONGKONG.

Branches—

SAN FRANCISCO, CAL.

YOKOHAMA, JAPAN.

BOMBAY, INDIA.

China

HANKOW

SHANGHAI

CANTON

THE

"CHINA MAIL"

Can be obtained at the following

places in Hongkong—

The Hongkong Hotel

The Hongkong Ferry Wharf

The Kowloon Ferry Wharf

The Upper Peak Tram Station

The Lower Peak Tram Station

W. C. Chung (Canton Street)

Hong (Canton Street)

SHIPPING P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamer	Leave Hongkong	Connecting Mail Steamer from	Due at	Due at
to	Colombo	Colombo	Marseilles	London
	Friday		1915	1916
MALTA	Sept. 8	* KASHGAR	Oct. 9	Oct. 16
NAMUR	Sept. 22	Through Steamer	Oct. 28	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18
NOVARA	Oct. 20	* MOREA	Nov. 19	Nov. 26
NORE	Nov. 3	Through Steamer	Dec. 6	Dec. 15
NYANZA	Nov. 17	* MONGOLIA	Dec. 17	Dec. 24
MALTA	Dec. 1	* MALWA	Dec. 31	Jan. 7

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About
NAMUR	SATURDAY, 2nd September.
SARDINIA	TUESDAY, 12th September.
NOVARA	SATURDAY, 23rd September.
NORE	SUNDAY, 3rd October.
NYANZA	SUNDAY, 22nd October.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transshipment)
IN ADDITION TO THE ABOVE MAIL STEAMERS,
(WILL LEAVE DIRECT FOR)
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETTENHAM, PEANG, COLOMBO
AND PORT SAID.
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS.	Leave Hongkong about	Leave S'pore about	Due at Marseilles, if sailing about	Due at London about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets Interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years "or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARR,
Acting Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.
SEPT. 5-NOV. 11-JAN. 18.

AN UNSURPASSED HIGH CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.

O. E. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CAPE TOWN, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND
AFRICAN LINE.
Proposed Sailings from Hongkong:

Leave from Hongkong	On or about	Connecting at Calcutta with	On or about

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

Steamer	Leave Hongkong	Leave Batavia	Leave Samarang	Leave Sourabaya
88. RIOJUN MARU	For Batavia, Cherbon, Samarang, Sourabaya, Macassar & Balikpapan			14th Sept.
88. BORNEO MARU	For Moji, Kobe & Yokohama			14th Sept.

For Freight or Passage apply to

DODWELL & CO. LTD., Agents.

THE HANSEATIC SPIRIT AND ITS FUTURE WORK.

500,000 TONS OF SUBMARINE
TRADERS.

The "Berliner Tageblatt" publishes a long article with the proud title "The Hanseatic Spirit," which is interesting as a fine specimen of Tunkle bounce and brag. The writer laments that in a few days after the declaration of war the German mercantile flag disappeared from the sea, and that deep and painful silence descended on the towns and harbours of the North Sea. Hamburg and Bremen shippers at first took no steps to meet the new situation. They believed that the war would be a short one, and that after "a passage of arms" with England intimate commercial relations with England would be resumed on much the same lines as before the war. "The silence and inactivity were not, therefore, the result of crippled powers, but of optimism. But the war extended and the Hanseatic merchants saw that they could not sit down with idle hands until the war was over. They resolved on a "Durchbruch," they resolved on breaking themselves strong for the future. And now for months, we are told, the men on the North Sea have been persistently working and waiting, not for "the Day," but for "the Future." Much has happened lately to witness to the fact that the work has been crowned with success. Ballin, of the Hamburg-American Line, and Elzebeck, of the North German Lloyd, have declared that their building operations have known no cessation, and that their fleets at the conclusion of the war will resume their operations with perhaps a still higher tonnage than they possessed when the war broke out.

ALLEGED HEAVY SHIPPING.

The same thing, we are told, applies to all the other great lines. The Hansa line, the Hamburg-South American Company, the Deutsche-Australische line, the Romms and Levant lines have all announced that they are building new ships, or that their new ships have already been built. Even smaller lines, engaged in the Baltic trade, have been able to lay down a large number of new vessels. The vast majority of these new ships will be freight-carriers.

But the passenger trade has been by no means neglected. We are informed that the Hamburg-American line have already finished a new ship of the Imperator type (50,000 tons) and three new 32,000-ton boats, that the North German Lloyd are finishing two ships of the Columbus class (35,000 tons each), and that the South American line has ready a new ship to take the place of the lost Cap Trafalgar. It is certain, says the veracious writer, that during the first days of peace the German passenger-boats will be running with all their old power.

It is absurd to think, says the writer, that there will be any diminution of German tonnage. Besides, the post-war ships will be better and more modern than the ships of the ante-war period, and certainly better than the fleets of England. It is not only that the percentage of new German ships will be higher than in England, where tonnage has sadly deteriorated owing to the stress of war work, and where the large yards have been fully occupied with Admiralty orders, but in the war period German ships, have been repaired, have been repaired and modernized, and can spring at once into action.

500,000 TONS OF SUBMARINES.

The one trouble which the writer of this article foresees lies on the financial side of the question. The Germans have plenty of technique, but no money. And while English and neutral shipping companies have been piling up reserves out of their swollen profits, the German companies have been consuming their reserves. The one comfort of the writer lies in the hope that the German Government will come to the rescue with liberal and adequate subsidies.

No, not his one comfort, there is one

THE NEW SURGERY.

THE HEALING OF WOUNDS.

(BY THE MEDICAL CORRESPONDENT OF THE "TIMES.")

From every great action the doctors who handle the wounded learn important lessons. The lesson of the need of trench helmets is an example, and so is the lesson of the need of anti-tetanic serum. It is now clear that the battle of Jutland Bank has also taught its lessons.

One hundred and ten wounded men were taken into the Royal Naval Hospital at South Queensferry and the doctors in charge of them have contributed to the *Lancet* an account of the treatment of the battle-wounded as follows:—Shell wounds, 62; burns, 42; suffering from the effects of fumes, four; and from severe shock, two. The small number of cases of shock is remarkable in view of the tremendous cannonade which was the feature of the battle, but more remarkable still is the fact that almost all the wounds were septic, though less than 48 hours had elapsed since the injuries were received. It was the custom earlier in the war to blame the soil of France for the fact that septic wounds indicated there. Clearly we shall require to revise this opinion, for it is notorious that bacterial life scarcely exists on the sea. Evidently all the elements necessary to the making of a septic wound are present on clothing and skin.

There were many broken bones, and all the fractures were compound. Amputation was often necessary. The chief concern of the surgeons was the prevention of sepsis, that is, of blood poisoning. Two methods were adopted, representing what may be called the two great schools which have sprung up during the war: the antiseptic school and the salt solution school. The former is the school of Lister, the latter that of Sir Almroth Wright. It seems clear that, broadly speaking, Sir Almroth Wright's method has been the most generally favourable results. "When once sepsis has gained a footing continuous saline irrigation seems to meet the requirements of a war with painful dressings, and is particularly so in the case of the injured and exposed peritoneum (heavily of the bone), which is so easily destroyed by the application of antiseptics." This independent testimony from the Navy to the great work of Colonel Sir Almroth Wright is of deep interest.

The greatest of these changes finds expression in certain allusions to the advantages to be gained by avoiding "painful dressings of wounds." The battle of Jutland Bank thus emphasizes a truth that has been plain to many doctors since Sir Almroth Wright began his work on the healing of wounds—namely, that the surgical dressing—lint bandage and wool—is out of date. It has been found out. It is a barrier to the free discharge of lymph which cleans the wound; it forms a breeding ground of germs; it sticks to the wound and draws on, and its removal is attended by great pain and often danger from bleeding; finally, it hurts the wound and is apt to destroy delicate healing processes going on in it and it is costly. A surgeon of great experience stated in the *Lancet* that he had seen a few days ago "a man who had been in the dressing after all I used to think that idea was Utopian, but the war has opened men's eyes."

The method of "irrigation" by saline solutions as suggested by Sir Almroth Wright is beautifully devised to afford every possible help to the healing wound. Some terrible cases of cordite burns were in the hospital at Queensferry, but recovered well. In speaking of these burns and their treatment the authors say:—"We on no account apply a dressing. These views do not, of course, apply to field dressings, which are protective, but to hospital treatment."

ON THE TELEPHONE.

REMARKABLE GROWTH OF THE
"LONDON SERVICE."

Some remarkable figures relating to the growth of London's telephone service were given by Mr. J. A. Fense, the Postmaster-General, on June 23rd, when he opened the new Office of the London District Post Office Engineering Department at London Bridge. Mr. Fense said that when the war broke out there was a total number of all ranks in the London engineering district of 3,541, and of these 2,138 had joined the colours. 22 had gained commissions, and 38 had fallen in the war, 83 had been invalided out of the Army and returned to their civil employment, even had received the D.C.M., and others had been mentioned in dispatches.

The engineering staff had to maintain 43 telephone exchanges and 12,000 private branch exchanges. In addition, 251,142 telephones were maintained in the district, which was equivalent to one-third of the telephone service of the United Kingdom. For 200,000,000 calls originated in the Metropolitan area last year, there were 600 telephone exchanges, and the Central Telegraph Office was the largest in the world, and it dealt with one-third of the 91,000,000 messages which were sent out every year over cables 20,839 miles in length. Complaints regarding the telephone service had been reduced from 1.35 per thousand lines to .5, and investigation of these showed that the public were the sinners more often than the Post Office. The private branch exchanges had grown largely, and there were over 7,000 Government exchanges. The Ministry of Munitions had requested them to put up 1,500 telephones.

COUGHING INTO CONSUMPTION

"Only a Cough" but you stop it while it is ONLY a cough.

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METABOLIZED
COD LIVER OIL
COMPOUND**

The finest preparation made for combating severe coughs. Cures any cough that is only a cough. Very palatable. OF ALL CHEMISTS.
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"For the Blood is the Life." YOUR BLOOD WANTS PURIFYING.

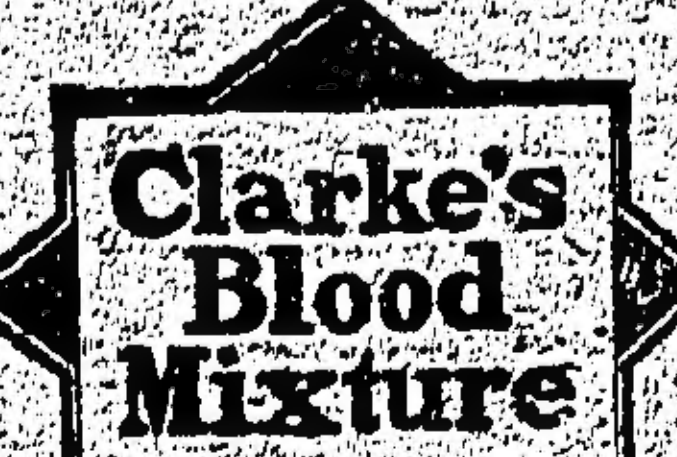
IF YOU are troubled with Eczema, Blisters, Spots, Pimples, Boils, Sores or Eruptions of any kind continually bursting through the skin.

IF YOU have that constant itching and inflammation of Piles.

All these are sure signs of clogging blood impurity, calling for immediate treatment through the blood, so don't waste your time and money on useless lotions and messy ointments, which cannot get below the surface of the skin. What you want and what you must have is a medicine that will get right to the root of your trouble, a medicine that will thoroughly cleanse the blood of the poison matter which alone is the true cause of all your suffering. Clarke's Blood Mixture is just such a medicine. It is composed of ingredients which quickly attack, overcome, and expel from the blood all impurities (from whatever cause arising), and by rendering it clean and pure, can be relied on to effect a lasting cure.

The True Value of CLARKE'S BLOOD MIXTURE is certified by a most remarkable collection of unalloyed testimonials from grateful patients of all classes—patients who have tried after doctors and hospitals have given them up as incurable—patients who have been cured after trying many other treatments without success—patients who not only have been cured of their particular Skin or Blood Complaint, but which they were suffering, but also have found great improvement in their general health. (See pamphlet round bottle).

Over 50 years' success. Pleasant to take and warms the system from within. Of all Chemists and Druggists. REFUSE SUBSTITUTES. SKIN & BLOOD DISEASES.



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CLARKE'S BLOOD MIXTURE
CURES ALL SKIN & BLOOD DISEASES.

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10,000 Tons each
HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

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The most Comfortable Route to America and Europe.

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S.S. "VENEZUELA" ...
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BANKS

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL ... \$15,000,000.
RESERVE FUNDS:
Sterling ... \$15,000,000
Silver ... \$15,000,000
Total ... \$30,000,000
RESERVE LIABILITY OF PROPERTIES ... \$15,000,000

COURT OF DIRECTORS:
W. L. Patterson, Esq.,—Chairman.
S. H. Dowell, Esq.,—Deputy Chairman.
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C. S. Gubbay, Esq., J. A. Phipps, Esq.,
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HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits:
For 3 months 2 1/2 per cent. per annum
" 6 " 3 " " " "
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N. J. STARR,
Chief Manager.
Hongkong, Feb. 19, 1916.

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THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

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For the Hongkong and Shanghai Banking Corporation.
N. J. STARR,
Chief Manager.
Hongkong, May 14, 1914.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... 21,500,000
Subscribed ... 1,150,000
Paid-up ... 592,500
Reserve Fund ... 550,000

BANKERS.
BANK OF ENGLAND,
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Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
C. CHAMPLIN,
Acting Manager.
Hongkong, March 27, 1916.

THE CHARTERED BANK OF INDIA AUSTRALIA & CHINA

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

PAID-UP CAPITAL ... 21,500,000
RESERVE FUND ... 21,500,000
RESERVE LIABILITY OF PROPERTIES ... 21,500,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
T. C. DOWNING,
Manager.
Hongkong, June 11, 1916.

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MOUNTED ON CARDBOARD AND
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CHURCH SERVICES.

St. John's Cathedral, Hongkong.

10th Sunday after Trinity, August 27.

Holy Communion (7.50 a.m.)

Matins (11 a.m.)

Responses, Psalms, Venite, Hine, Psalm, (190, 191, and 192 only).

Beethoven, To Deum Woodward, Smart, Turk, Jubilate, Heatside, (10th evening); Hymns, 202, 212.

Evensong (5.45 p.m.)

Responses, Psalms, of the 17th evening, Magnificat, Goss (10th evening); Hymns, 202, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Union Church, Kennedy Road.

Morning Service at 11 a.m. Hymns, 378, 340, 228, Psalm 46.

Evening Service at 8 p.m. Hymns, 333, 197, 188, 248.

Preacher: Rev. W. W. Clarys, B.A., of Canton.

St. Peter's Church, West Point.

11 a.m.—Morning Prayer and Sermon.

Preacher: Rev. W. T. Featherstone.

St. Andrew's Church, Kowloon.

Holy Communion at 8 a.m. and 10 p.m.

Morning Prayer.

Responses, Psalms, Venite, Rejoice (28th Morning); Psalm, Psalm 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

The Peak Church.

Public Worship at 6.30 p.m. will be conducted by Rev. E. E. Bryant.

The Gospel Hall.

10 & 12 Kennedy Street.

Weekly Service—Sunday, Breaking of Bread for believers only 11 a.m.

Children's Sunday School 2 p.m.

Gospel Meeting, 8 p.m.

Monday, Gospel Meeting for Chinese 7.30 p.m.

Tuesday, Exposition of Scripture 8 p.m.

Wednesday, Bible Class 8 p.m.

Saturday, Prayer Meeting, 8 p.m.

First Church of Christ, Scientist.

Macdonnell Road.

Sundays, 11 a.m.

Wednesdays, 5.30 p.m.

Wesleyan Methodist Church, Wanchai.

Sunday Morning Service 10.15 a.m.

Sunday Evening Service 8.15 p.m.

Soldiers' and Sailors' Home, Argos Street.

Sunday Evening, Gospel Meeting, 8 p.m.

St. Joseph's Church, Canton Road.

Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cathedral, Gloucester.

Low Mass at 6.7 and 9.30 a.m.

High Mass at 8 a.m.

6.30 p.m.—Benediction of the Blessed Sacrament.

STEAMERS MOVEMENTS.

Mails.

The China Mail Steamship Co. Ltd.'s s.s. *China* left San Francisco on August 1st, and may be expected to arrive in Hongkong on August 23rd.The China Mail Company, Ltd.'s s.s. *China* left Yokohama on August 24th, and is due to arrive here on the morning of the 31st August.The Toyo Kisen Kaisha's s.s. *Peria Maru* left San Francisco for this port on the 13th August, with the U. S. Mail, and is due here on the 10th Sept.The Toyo Kisen Kaisha's s.s. *Nippon Maru* arrived at Yokohama on 11th August and left there for San Francisco, where she is due on 1st Sept.

Other Vessels.

The American and Oriental Line s.s. *America* left Mororan for this port on 22nd instant with cargo from New York and is due here on 1st Sept., at about 7 a.m.

HONGKONG TIDES.

The tide table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 1 foot 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

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